

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4278. 號七十月三年七十七百八千一英

HONGKONG, SATURDAY, MARCH 17, 1877.

日三初月二年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E.C. BATES, HENDY & Co., 4, Old Leary, E.C. SAMUEL DRAGON & Co., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

CHINA.—SWATOW, QUINCH & CAMPBELL, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENRIKSEN & Co., Macao, L. A. DA GAMA.

Notices of Firms.

NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.

Hongkong, March 16, 1877. ap16

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.

NOTICE.

FROM This Date and until further notice, Mr. ADAM LIND will take Charge of the COMPANY'S BUSINESS at this Port.

By Order of the Managing Directors, A. MOIVER, Superintendent.

Hongkong, March 15, 1877. mc22

NOTICE.

MR. FRANCISCO M. GONCALVES is authorized to Sign our Firm per Procuration.

ROZARIO & Co.

Hongkong, March 15, 1877. mc22

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

MR. NICOLAUS AUGUST SIEMSEN has been authorized to sign for us by Procuration. We have this day reopened a branch of our Firm at Canton.

SIEMSEN & Co.

Hongkong, January 1, 1877. ap2

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBERG & Co.

Hongkong, February 2, 1877. ap2

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUIKSHANK, Manager.

Hongkong, November 21, 1876.

NOTICE.

THE Partnership hitherto existing between the Under-signed under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN, W. HULSE.

Canton, December 31, 1876. ap2

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.

ESTABLISHED 1858.

TE. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

G. O. ROGERS, DENTAL SURGEON, No. 7, ARBUTHNOT ROAD, begs to inform his Friends that he intends being ABSENT from HONGKONG for Six or Eight Weeks, leaving early in April. Hongkong, March 12, 1877.

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co., Agents.

Hongkong, February 26, 1877.

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING on FRIDAY Next, the 16th Instant, the Steamer POWAN will Run as a Night Boat between HONGKONG and CANTON, leaving Hongkong on Mondays, Wednesdays, and Fridays, at 5.30 p.m., and CANTON on Tuesdays, Thursdays, and Sundays, at 5.00 p.m.

By Order, P. A. DA COSTA, Secretary.

Hongkong, March 14, 1877.

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tl.

NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for JOSEPH STARKER, LONDON, Manufacturer of Gold and Silver Laces, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.

Hongkong, March 14, 1877. ap14

NOTICE.

LONDON & ORIENTAL STEAM TRANSPORT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co. 20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £340,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSPORT Co., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Under-signed is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

ERNEST WASSILL & Co., PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC Co., under the above Style.

ERNEST WASSILL.

Hongkong, March 8, 1877. ap1

MUNICIPAL CORPORATION, PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situated between the latter and Duke Street, and its cost is not to exceed \$30,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next.

For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. C. PRESGRAVE, Municipal Secretary.

Penang, 21st September, 1876.

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'s

CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India.

The Firm possess Six Vineyards and Six Distilleries,

and are amongst the largest shippers

from Charente.

Qualities One *, Two **, Three ***, and Four ****,

in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap6]

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £5,000,000 Dollars.

RESERVE FUND, £500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.

Deputy Chairman—F. D. SARNOON, Esq.

AD. ANDER, Esq. A. MOIVER, Esq.

E. R. BELTUS, Esq. S. W. POMEROY, Esq.

Hon. W. KESWICK. Ed. TOBIN, Esq.

CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq.

Shanghai, .. EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East.

Hongkong, February 15, 1876.

Auctions.

PUBLIC AUCTION

OF

HANDSOME EUROPEAN-MADE

HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY,

the 19th March 1877, at Noon, at St. John's Place,

The Residence of A. McIVER, Esq.,—

The whole of his Household FURNITURE, comprising: English-made Walnut Cretonne Covered Chairs, and Couches, Chiffonier, Marble-top Side Tables, Engravings, Mirrors, Curtains, Sideboard, Dining Table and Chairs, Whatnot, Electroplated Ware, Glass and Crockery Ware, Iron Bedsteads, Mahogany Wardrobe with Mirror Front, Toilet Glasses, Dressing Tables, Washstands, Chests of Drawers, &c., &c., &c.

A. McIVER, Esq., by John Broadwood & Sons, London.

A CORZABE PIANO, in Rosewood Case, by Lubeck, made expressly for this climate.

A Collection of Choice PLANTS in Pots.

&c., &c., &c.

Catalogues will be issued, as usual, and the Furniture will be on view on SATURDAY, the 17th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 1.17. All Lots with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

Hongkong, March 12, 1877. mc19

Auctions.

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 29th March, 1877, at 2 o'clock p.m.,—

ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House," Annual Crown Rent, \$131.40.

And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

Also,

That Piece or Unbuilt, Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 768.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. mc29

For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s

Celebrated

Brands of WINES and SPIRITS.

Apply to

SIEMSEN & Co.

Hongkong, June 22, 1876.

FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either NINGPO or TIENTSIN. Capable of Making 8 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 16 Horse Power

Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Spinner 18 Spindles, 1 Stretcher 60 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbins, &c., with shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to

RUSSELL & Co.

Hongkong, March 14, 1877. ap14

NOW READY.

FRONG-SHUI: or, THE RUDIMENTS OF NATURAL SCIENCES IN CHINA. By Dr. E. J. ERTEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND PRACTICE. By Dr. E. J. ERTEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.

Hongkong, July 31, 1876.

For Sale.

FOR SALE.

JUST LANDED EX S. S. "Hesperia."

H. PIPER & Co.'s Celebrated CHAMPAGNE: CARTE BLANCHE, CARTE BLANCHE SEC, and CARTE D'OR in Quarts and Pints.

Also—

The well known OTARD DUPUY & Co.'s BRANDY in Cases of 12 qt. Bottles and a Small Lot of MEDOC CLARET in qt. Bottles.

Apply to

L. L. BUSH.

Hongkong, March 7, 1877.

FOR SALE.

CHAMPAGNE, 1874.

HEIDSIECK & Co., MONOPOLE.

DRETTJEN & Co.

Hongkong, February 19, 1877. mc19

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: Two DOLLARS AND A HALF.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Shipping.

Steamers.

FOR SWATOW, AMOY, TAMSUI & TAIWANFOO.

The Steamship

"HALLOONG,"

Captain ALBERT, will be despatched for the above Ports on SUNDAY, the 18th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, March 12, 1877. mc18

FOR SWATOW, AMOY & FOOCHOW.

The Steamship

"YESSO,"

Captain PUNCHARD, will be despatched for the above Ports on TUESDAY, the 20th Instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.

Hongkong, March 16, 1877. mc20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

"PENGUIN,"

W. C. COWELL, Commander, will leave for the above Ports on TUESDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, March 12, 1877. mc20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

"ARKATOUN APCAR,"

Captain A. B. MACFARLANE, will leave this for the above Ports on TUESDAY Next, the 20th Inst., at 2 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 13, 1877. mc20

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamer

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal, in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Insurance will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBURG & Co.**
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of £5,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates. A discount of 20% allowed.

HOLLIDAY, WISE & Co.,
Hongkong, January 2, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1869.

MAILS.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th March, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 19th March. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.
Hongkong, February 20, 1877. mo20



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KASHGAR, Captain BAKER, will leave on THURSDAY, the 29th instant, at Noon.

For further Particulars, apply to A. McIVER, Superintendent.
Hongkong, March 16, 1877. mo20

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "RELIGIO" will be despatched for San Francisco via Yokohama, on MONDAY, the 2nd April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st Proximo. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, March 8, 1877. ap2

To Let.

TO LET,
THE House No. 7, Upper Morque Terrace, at present in the occupation of A. B. JOHNSON, Esq., Gas and Water laid on.

Apply to T. G. LINSTED.
Hongkong, February 23, 1877.

TO LET,
NO. 3, PRIMA TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET,
HOUSE No. 7, Calne Road, lately occupied by Mr PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD. Blanes Villa, Pok-fu-lum, Furnished.

DAVID SASSOON, BONS & Co.
Hongkong, February 18, 1877.

TO LET,
THE Upper Portion of Nos. 42 and 44 Queen's Road.

Apply to DOUGLAS LAPRAIR & Co.
Hongkong, November 17, 1876.

TO BE LET,
THE PREMISES No. 68, Queen's Road, at present in the occupation of the BARNES COMPANY.

TURNER & Co.,
Hongkong, February 8, 1877.

INTIMATIONS.

EXPOSITION UNIVERSELLE DE 1878.
THE CONSUL for FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all Information and Particulars they may require.
For the Consul,
G. BOULOUZE, Vice-Consul.
Hongkong, December 18, 1876.

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.
At the "China Mail" Office.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 18, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—
Macao.—Man Chuen Shop.
Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chai Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street; New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Bin Chong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Moak Kak Street.

Foochow.—Mr Yu Ching Cheong, Foochow Arsenal; Mr Luen Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chiu Sing Hoi, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Ohfoo.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kio Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Now Ready.

THE CHINA REVIEW.

Vol. V., No. 3.

Annual Subscription, postage included, \$5.50.

CONTENTS.

Essays on the Chinese Language, (Continued from page 83.)

Establishment of American Trade at Canton.

Chinese Intercourse with the Countries of Central and Western Asia in the Fifteenth Century, Part I. (Continued from page 132.)

The Baster's Song.

The Law of Inheritance.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Validity of Chinese Marriages.

Money Loan Association.

Beak Cake as a Manure.

Pidgin English.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, January 10, 1877.

WASHING BOOKS.
(In English and Chinese.)
WAHHEEMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.
CHINA MAIL OFFICE.

INTIMATIONS.

NOTICE.
THE CHINESE MAIL.
FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
MR CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

AFONG,
PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;

and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Photographs enlarged from 3. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England: he is prepared to take Photos of Buildings and Interiors at the shortest distance.

Hongkong, July 17, 1876.

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THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

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Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

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For Sale.

SAYLE & Co.

GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard.
DRESS GOODS at 20 cents per yard.
DRESS GOODS at 25 cents per yard.
DRESS GOODS at 30 cents per yard.
DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less sold); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES', Boys' and Girls' FELT HATS, at Half Price.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMNANTS, comprising: FLANNELS, CALICOES, PRINTS, MUSLINS, STUFFS, GOODS and Other Useful GOODS, are Marked at Prices, which must effect immediate sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 5th.

SAYLE & Co.

VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Star of China, British ship, Captain E. B. Baker.—Douglas Laprak & Co.

Alben Bess, American barque, Captain S. Noyes.—Rosario & Co.

Formosa, German 8-m. schooner, Capt. G. Schaefer.—Melchers & Co.

Wandering Minstrel, British barque, Captain Wm. Sivewright.—Simonsen & Co.

Myrtle Belle, American ship, Captain David Flumer.—Simonsen & Co.

Orange Grove, British barque, Captain A. Longmunk.—Vogel, Hagdon & Co.

Rosita, American 8-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

Panola, American 8-m. schooner, Capt. E. W. Lund.—Landstein & Co.

To-day's Advertisements.

PUBLIC AUCTION.

RACE HORSES AND PONIES, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

MONDAY,

the 19th March, 1877, at 4 o'clock p.m., at the Fountain, opposite the CITY HALL, (granted by kind permission of the Captain Superintendent of Police).—

The following well-known RACERS:—

FOUNTAIN, Winner of the Wong-wei-cheong Stakes.

COCK ROBIN, Winner of the Hongkong Derby, Naval Plate, The Bankers' Cup, The Exchange Plate, and The Champion Stakes.

CARDINAL, Highly Suitable for a Hack.

DAYBREAK, Ran Second in the Hongkong Races.

TARTAR, Dark Chestnut. Australian Gelding, untried as a Racer, but as a Roadster unequalled.

WARLOCK, The well-known Australian Gelding, Imported, and still a Maiden, Highly Suitable as a Charger or a Hack.

NEWSTEAD, Winner of The Colonial Stakes, The Lusitano Cup, and The Consular Cup.

BOOMERANG, A Brown Australian Gelding.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

Hongkong, March 17, 1877. mc19

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

TUESDAY,

the 20th day of March, 1877, at 2 o'clock p.m., at the Sales Rooms, Queen's Road,—

An Invoice of Chinese and Japanese

CURIOS, comprising: Lacquered-ware, Bronzes, Ivory Carvings, Tortoise-shell Boxes, Card Cases, &c., Buttons, Studs, Bracelets, Necklaces, Brooches, Earrings, Lockets, Mother of Pearl Ornaments, Inlaid Cabinets, Porcelain Vases, Cups, Jars, and Plates, &c.

Also,

An Assortment of Delhi Crape Shawls.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer,

Hongkong, March 17, 1877. mc20

TO LET.

THE House No. 4, Albany Road, at present occupied by ADAM SIKKIEWICZ, Esq., Consul for France.

Apply to

R. G. ALFORD, Esq.,

No. 2, Queen's Road Central,

Hongkong, March 17, 1877. mc21

To-day's Advertisements.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZALBE,"

Comdt. PASQUALE, will be despatched for YOKOHAMA

shortly after the arrival of the next French Mail.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "DJEMNAH,"

Comdt. CHAMPENOIS, will be despatched for SHANGHAI

shortly after her arrival from Europe.

H. DU POUEY, Agent.

Hongkong, March 17, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE, ADEN, SUEZ,

ISMAILA, PORT SAID, NAPLES,

AND MARSEILLES;

Also,

BOMBAY, MAHE, ST. DENIS, AND

PORT LOUIS.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, March 17, 1877. mc22

NOTICE TO CONSIGNEES.

THE Steamship ALASKA, having arrived, Consignees of Cargo by her are hereby notified that their Goods are being landed at the Company's Special Godown, where delivery may be obtained on Monday, the 19th Instant.

Goods not delivered by the 20th Instant will lie at owner's risk.

RUSSELL & Co., Agents.

Hongkong, March 17, 1877. mc23

GERMAN BARQUE LIMA,

FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under- signed for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.

Hongkong, March 17, 1877. mc24

NOTICE.

MR. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers,

Hongkong, March 17, 1877. mc18

TREASURY BILLS.

TENDERS OF SPECIE, Mexican Dollars current in this Colony, weighing 7.1.7, in exchange for Bills, drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, will be Received by the Treasurer until 11 a.m. on WEDNESDAY, the 21st Instant.

The Tenders to state the Total Amount required, and the amount for which each Bill should be drawn; but no Bills will be issued for sums below £1,000.

The Tenders to be in duplicate, in Sealed Covers, addressed to "The Treasurer," and endorsed "Tenders for Treasury Bills."

The right to accept, or reject, any or all Tenders is reserved.

C. R. SHERVINGTON,

Lieut. Colonel,

Assistant Commissary General.

Treasury Office, Commissioners Buildings,

Queen's Road,

Hongkong, March 17, 1877. mc21

POA LOK THEATRE.

A COMPANY OF CHINESE ACTORS

will Perform at the above Theatre, Commencing TO-NIGHT until WEDNESDAY, the 21st Instant (inclusive). A

DRAGON will appear Every Night, and there will also be a great exhibition of

Athletic Feats.

Admission!

First Class,.....50 Cents.

Hongkong, March 17, 1877. mc22

SHIPPING.

ARRIVALS.

March 17, Hwai Yuen, Chinese steamer, 1280, Hutchison, Singapore March 9, General.—C. M. S. N. Co.

March 17, Fuyee, from Canton

March 17, Limia, German barque, 835, L. Ellorbrook, London Nov. 14, General.—Melchers & Co.

March 17, Kessu, British steamer, 559, J. E. Punched, Poochow March 14, Amoy 15, and Swatow 16, General.—Douglas

LAPRAK & Co.

March 17, Hongkong, Ger. 8-m. sch., from Whampoa.

March 17, Feng-chou hai, Chinese gunboat, from a Cruise.

March 17, Agamemnon, British steamer, from Liverpool, 23, via ports of call, and Singapore March 9, General.—Bur-

trifield & Swire.

DEPARTURES.

Mar. 17, Western Belle, for Manila.

17, Syringa, for Takow.

17, Union, for Ho lo.

17, Mecca, for Saigon.

CLEARED.

Orange Grove, for Takow.

Fuyee, for Shanghai.

Hochung, for Amoy, &c.

Norma, for Swatow.

Swatow Crown, for Bangkok.

Hailong, for Swatow, &c.

Spirit of the Age, for Melbourne & Sydney.

Swatow, for Swatow.

PASSENGERS.

ARRIVED.

Per Yesso, from Coast Ports, Mrs Carroll and family, Messrs Hedge, Hunter, Davis, Oakley, Leyburn, Ebell, and 150 Chinese.

Per Hwai Yuen, from Singapore, 439 Chinese.

DEPARTED.

Per Western Belle, for Manila, 2 Europeans.

Per Mecca, for Saigon, 64 Chinese.

TO DEPART.

Per Fuyee, for Shanghai, 201 Chinese.

Per Hochung, for Amoy, &c., 190 Chinese.

Per Norma, for Swatow, 150 Chinese.

Per Swatow Crown, for Bangkok, 20 Chinese.

Per Hailong, for Swatow, &c., 100 Chinese.

Per Spirit of the Age, for Melbourne, Mr Onslow.

SHIPPING REPORTS.

The Chinese steamer Hwai Yuen reports: Strong N.E. wind and heavy head sea.

The British steamer Yesso reports: Foo-

chow to Amoy fine weather with fresh monsoon.

Amoy to Swatow dull cloudy weather with rain and moderate monsoon.

Swatow to Hongkong cloudy weather with variable winds. Star in Poochow, none.

In Amoy.—Str. Pearl, and H. M. gunboat Lily. Star in Swatow, none. On the 16th S. S. Douglas left Swatow for Amoy.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SWATOW.—

Per NORMA, at 7.30 a.m. To-morrow, the 18th inst.

For SWATOW, at 9 a.m. To-morrow, the 18th inst.

For SAIGON.—

Per BENARITY, at 5 p.m., on Monday, the 19th inst.

For SINGAPORE, PENANG & CAL- CUTTA.—

Per PENGUIN, at 2.30 p.m., on Tues- day, the 20th inst.

For ARRATON APOAR, at 2.30 p.m., on Tuesday, the 20th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet ALASKA will be despatched on TUESDAY, the 20th Instant, with Mails for Japan, San Francisco, the United States, and London, which will be closed as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

General Post Office,

Hongkong, March 8, 1877. mc20

MAILS BY THE FRENCH PACKET.

The French Contract Packet ANADYR will be despatched from Hongkong on THURSDAY, the 22nd inst., with Mails to and through the United Kingdom and Europe, via Marseille, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to INDIA by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked "Paid to Galle only;" they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 21st inst.—

5 p.m. Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Thursday, 22nd inst.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) except those to and through Aus- tralia, may be posted on pay- ment of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, March 8, 1877. mc22

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—

Per Ship SARAH NICHOLSON, at 5 p.m., on Tuesday, the 20th inst.

For BANGKOK.—

Per DANUBE, at 5 p.m., on Friday, the 23rd inst.

MAILS BY THE TORRES STRAITS PACKET.

The Australian Contract Packet NOR- MANBY, will be despatched from Hongkong on THURSDAY, the 22nd inst., with Mails for Singapore, Somers- set, Cooktown, Cleveland Bay, Bowen, Koppell Bay, Brisbane, Sydney, Tas- mania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m.

Correspondence for New Zealand must be specially directed via Torres Straits, or it will be sent via Galle.

Correspondence for Southern and Western Australia can be sent by this route if desired, but as a general rule it is better to send it via Galle.

General Post Office,

Hongkong, March 14, 1877. mc22

MAILS BY THE ENGLISH PACKET.

The English Contract Packet KASHGAR will be despatched with the Mails for Europe, &c., on THURSDAY, the 29th Instant.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 28th Instant.—

5 p.m. Money Order Office closes.

6 p.m. Post Office closes except the Night Box, which remains open all night.

Thursday, 29th Instant.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m. Letters may be posted with Late Fee of 18 cents extra postage till

11 a.m., when the Post Office Closes entirely.

11.30 a.m. Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore, may be posted on board the Packet with Late Fee of 48 cents extra postage, till

11.60 a.m., when the Mail is finally closed.

Hongkong, March 16, 1877. mc29

General Memoranda.

TUESDAY, March 20:—

Daylight.—Yesso leaves for Coast Ports.

2 p.m.—Sale of Curios, &c

That the saying of "two doctors will never agree" does not apply exclusively to the medical profession has been fully exemplified in the Police Court to-day. A Chinese trader was charged with passing counterfeit dollars under the following circumstances. The defendant went to a fishmonger and bought 20 cetties of lobsters for which he paid \$1, and told the man to take them on board the steamer *Powen*. On the way to the steamer he had the coin examined by an expert in a chandler's shop, who pronounced it bad. He took the lobsters on board, but he did not find the defendant there as appointed. So he brought the lobsters back, but when the man came the defendant, who asked in what way he did not take the fish on board. To this he replied that the coin was bad, and thereupon another was tendered. The complainant had the second coin examined by the compradore of the steamer, who gave it as his opinion that it was counterfeit. The constable on duty at the Wharf, Thomas Campbell, happened to come up, and took the defendant into custody. When the case came before the Magistrate to-day, the sheriff of the Court pronounced both coins to be bad, the first tendered being worth 66 cents, and the second 34 cents. The defendant was accordingly sent to six months' hard labour. Inspector Grey then took charge of the coins, and from what he subsequently heard, he sent them by Sergeant Gordon to the Treasury to be examined by the head sheriff there. This expert declared one of the coins, the first tendered, to be good, and the other to be worth only about 40 cents. The Magistrate thereupon reopened the case and had this sheriff called. He had, however, altered his opinion since, and now asserted that both were bad, their relative value being 40 cents and 75-cents. He added, however, that the debased character of the dollar second tendered was so well concealed that it would not be discovered without being bored or tested on a place of stone. When the Police Court sheriff was re-examined, he also changed his opinion, pronouncing that the dollar first tendered was good, its only defect being the sediment on the crevice, and that the second one tendered was bad though its counterfeit taint could not probably be detected by a small trader like the defendant. Mr Russell then sent down to the Oriental Bank, to have the best sheriff there sent up to give evidence. The prosecution was taken that he should not be made aware of the purpose for which he was wanted at the Court, nor that he should have any conversation with any one in reference to the case. He examined the dollars and pronounced one to be good and one bad. He was now told that both the coins had been declared to be bad by two experts, and he scrutinized them again, but adhered to his opinion that one was good and one was bad, the latter being worth about 20 cents. It would be difficult to detect the bad quality of this dollar without boring or sounding it. The

We understand that the Post Master General has received notification that these Settlements will from the 1st of April next

On the 21st ultimo, the Court of Justice at Batavia delivered judgment in the case of Captains Hegers and Van de Gevel charged with the manslaughter of three Chinese on board the steamer *Willelm Kroonprins* during a collision with the steamer *Willelm Kroonprins* off *London* and *Atchi*. The Court held that the drowning of two of the Chinese was fully proved but acquitted the accused on the following grounds:—The Court held that far from there having been on the occasion excessive carelessness or blamable neglect there was not even want of seamanship, and taking into consideration that experts differed greatly in opinion as to the cause in which the collision occurred, and that the accused had been badly handled, the Court also held that what happened was due to nothing else than an error of judgment, a mistaken view of what was required, which did not amount to such a degree of imprudence as would bring the accused within the scope of the penal law.

know what that wanting qualification is unless good luck. It is true, he did or very imprudent thing almost immediately on taking his degree. He married. His wife was a good, blameless woman, the daughter of a respectable Berkshire farmer. He had been brought up to the law as a private tutor at Oxford, but the process of this pursuit were just too little to live on. Then, by his father-in-law's advice he took a farm; but after fourteen years' hard struggle gave up the contest and his farm was paying, however, all his debts. Then he went to London and tried to manage a giving classical lessons and doing banal literary work. Then his wife died. Some- thing more was needed to get him out of cost school, and the other is appointed a bookbinder. He himself, at 38 years of age, is house-porter at a drapers, and declares himself to be a fisher man in justice that he ~~ever~~ was in poverty. So, per-

There may be more truth in the report that Lord John Manners will shortly return from the Cabinet and Mr. W. H. Smith will become Postmaster-General in his place. I do not, however, vouch for it. I only mention it that it does not seem improper or satirical in itself and that it cannot say of it, as has been the other rumour, that 'I know it to be false.'

Every time that I have been on the point of calling the batt'lers a party, I have said, "dear Arthur Tooth," as Archdeacon Denham calls him, and the Law, I betwixt of John Lang's famous article on "The Curfew Case," and reflected; but it is not like omitting the part of Hamlet in the representation of the play. For, for several weeks past, I really think the Tooth case

Discount,	7 1/2 %
Shares.	
Banking Bank, 27 1/2	
H. K. Fire Ins. Co.,	\$580
China Fire Ins. Co.,	\$150
China Trade Ins. Co.,	\$2,000
Union Ins. Society, Ltd.,	\$1,000
Chinese Insurance Co.,	\$520
North China Ins. Co., Ltd.	\$10
Yangtze Ins. Association, Ltd.	\$10
H. K. & W. Dock Co.,	40
H. K. O. & S. S. Boat Co.,	\$8
Shanghai Steam N. Co., Ltd.	\$8
Hongkong Hotel Co.,	\$52 1/2 dm.
Chinese Imperial Loan, Ltd.	\$103
Temperatures.	
(Taken at Messrs. Falsenar & Co.'s Press)	
Quam, March 17,	1897.
Hongkong, March 17,	1897.
Barometrical—5 A.M.	30.52
Do. 1 P.M.	30.23

Portfolio.

A RHYME OF ONE.

You sleep upon your mother's breast,
Your race begun,
A welcome, long a wished-for guest,
Whose age is One.

A baby-boy, you wonder why
You cannot run,
You try to talk—how hard you try!
You're only One.

Ere long you won't be such a dunce;
You'll eat your bun,
And fly your kite, like folk who once
Were only One.

You'll rhyme, and woo, and fight, and joke,
Perhaps you'll pun;
Such feats are never done by folk
Before they're One.

Some day, too, you may have your joy,
And envy none;
Yes, you, yourself, may own a boy,
Who isn't One.

He'll dance, and laugh, and crow, he'll do
As you have done;
(You crown a happy home, the you
Are only One.)

But when he's grown, shall you be here
To share his fun,
And talk of days when he (the dear!)
Was hardly One?

Dear child, 'tis your poor lot to be
My little son;
I'm glad, though I am old, you see—
While you are One.

—Frederick Locker.

NEVER GIVE UP.

Never give up! It is wisest and better
Always to hope than once to despair;
Fling off the load of Doubt's cowering fetter,
And break the dark spell of tyrannical care.

Never give up! or the burden may sink you;
Providence wisely has mingled the cup;
And in all troubles or trials, be thankful you
The watchword of life must be "Never give up!"

Never give up! There are chances and changes,
Helping the hopeful a hundred to one;
And through the chaos High Wisdom arranges
Ever success, if you'll ever hope on.

Never give up! for the wisest is holdest,
Knowing that Providence mingles the cup;
And of all man's the best and the oldest
Is the true watchword of "Never give up!"

Never give up! Though the grape-stone may rattle,
Or the dark thunder-cloud over you burst;
Stand like a rock, and the storm or the battle
Little shall harm you, though doing their worst.

Never give up! If adversity presses,
Providence wisely has mingled the cup;
And the best counsel in all your distresses
Is the stout watchword of "Never give up!"

GEMS FROM DON QUIXOTE.

Beauty in a modest woman is like a fire
or a sharp sword at a distance; neither doth
the one burn nor the other wound those
that do not come too close to them.

Keep your mouth shut and your eyes open.
Self-praise depreciates.

Other men's pains are easily borne.
Liberty may be carried too far in those
who have children to inherit from them.

Every one is the son of his own works.
Honey is not for the mouth of an ass.

No padlock, bolts or bars can secure a
maiden so well as her own reserve.

Wit and humor belong to genius alone.

The wisest person in comedy is he who
plays the fool.

There is no book so bad but something
good may be found in it.

We are all as God made us, and often-
times a great deal worse.

We cannot all be friars, and various are
the paths by which God conducts the good
to heaven.

Conscientiousness bursts the bag.

It is easy to undertake, but more difficult
to finish a thing.

The term is equally applicable to all
ranks—whenever is ignorant is vulgar.

By the streets of "By and By" one
arrives at the house of "Never."

Between the "Yes" and "No" of a woman
I would not undertake to thrust the
point of a pin.

A bad cloak often covers a good drinker.
Pray devoutly and hammer on stoutly.

When a thing is once begun it is almost
half finished.

The jest that gives pain is no jest.

BROKEN DAYS.

There are few people who have not dis-
covered how difficult it is to secure time
for any pursuit over and above that required
for the daily business of life. For instance,
one has an ambition to excel in an accom-
plishment, or to acquire a language, or
one's tastes lie in the direction of geology
or minerals. The hours which can be
found and devoted without interruption to
these cherished things are few, so few that
often the plans are laid aside, and the
attempts regarded as completely beyond
the reach of the busy man or woman. The
demands of a profession, the cares of a
household, the claims of society, and the
duties of religion, so occupy every moment
of every day, that it seems idle to try to
keep up the studies which once were a joy
and delight.

If men and women would do what they
can, with their bits of time, to learn what
they can, in the fragments and interrupted
portions of days, which they can alone be
sure of, they would be surprised at the end
of a season or the end of a year, to find
how much they had accomplished. It is
better to read one good strong book
through in the winter, than to read nothing
but the newspaper, and perhaps not that.
A half-hour daily devoted to any book, any
art, or any athletic pursuit, would be
sufficient to keep it in the possession of the
mind, and to give thought something to
dwell upon, outside the engrossing and
dazzling cares of every day. That precious
half-hour would save from the narrowness
and pettiness which are inevitable to those
whose work is exclusively given to the
materialities of life. It would tinge and
color the day, as a drop of ruby liquid in
the druggist's globe imparts its hue to a
gallon of water.—Margaret E. Sangster.

DOWN IN AN AUSTRALIAN GOLD MINE.

(The Australian.)
It is not so easy a matter to get down
one of these mines as might be supposed.
Managers cannot be troubled with constant
visitors, and as the inspection of one takes
up the time of some employed intimately ac-
quainted with it, it can be readily under-
stood that permission to go below with the
services of a guide is no slight favour in

companies where the duties of every man
and the return in labour are calculated with
the greatest nicety. And then, notwith-
standing that one receives every attention,
the parting from the sunlight of the swiftly-
descending cage into the blackness of sub-
terranean gloom is not one of the most
pleasurable emotions. The thoughts of acci-
dents, of the value of perfect safety cages,
of something going wrong with the gear, or
of the result of a mistaken signal, are pre-
sent to the visitor. Such was the feeling I
experienced when changing my dress for that
of a miner while being delivered over to the
care of Mr. Vaudry, the mining manager of
the North Cross Reef Claim, Stawell. I
have already described the progress made
by the people from the time when aggre-
gated companies of miners worked at shal-
low depths on the gold-giving reefs, but no
change is more marked than the vast and
daily increasing depth of the mining shafts
The Newington and Magdala claims have
attained a profundity of over 1,800 ft., and
several others are close to the same. It
was my desire, however, to see the far-
famed claim whence so many hundreds of
thousands of pounds have been distributed
amongst the people, whence so many hun-
dreds of thousands of tons of quartz had
been raised and crushed—the claim which
had assisted so many to opulence, and from
whence I might to-day have been drawing
my £2,000 or £10,000 a year if I had but
invested £100 in the 1s. 6d. or 2s. scrip a
few years ago.

It was a swift, smooth descent, conveying
the sensation that one was stationary and
the earth rising up above and around. The
last glimmer of the bright day overhead
faded out, then the faint twilight passed
down, and in the dense darkness the cage
passed down. Mr. Vaudry spoke of com-
mon-place matters in the voice of a man
doing a very common-place thing. I found
it an effort to reply in monosyllables, and I
did not even try to follow the thread of his
conversation. The atmosphere was becom-
ing cooler and pleasanter, and the muffled
sounds of hammering, in what appeared to
be far cavernous distances, were dimly
audible. The motion stopped, and I found
stationary for a moment, and then descend-
ed again with scarcely perceptible motion
till we struck with a jar and clatter, on
something solid beneath. There was visible
in front of me a large dark chamber,
in which a candle was burning. Then came
the booming sound of a truck rushing to-
wards us from some invisible distance. I
had stepped irresolutely from the cage,
when a candle was placed in my hands,
and we proceeded up a lofty, square passage,
carrying the guttering candles. Pillar after
pillar seemed to stand out of the gloom to
look at us, and retire again into the shroud-
ing darkness when we passed. Overhead
was what miners call the head-wall of the
roof—that is to say, the upper stratum of
the stone in which the lode is cased—
sweating at every pore, and trickling down
the sides in fine glistening streams. On each
side was the blue-veined quartz left in
reserve for future workings, and always the
distant sound of heavy hammering. Pass-
ing along and trying to pick the way
steadily on a footboard between the rails,
with what appeared to be deep recesses
on either side, was to me tiresome and
straining work, but when the roof of the
passage suddenly lowered, and we had to
walk half bent below a rugged
arch, props, and walls, at an angle of 25
degrees, with everything else, ourselves
included, apparently at this angle, it seemed
though the earth had taken a slide and we
were all off the perpendicular. In this
journeying sudden mounds of broken stone
appeared before us, and above them gaped
apertures reaching to other levels, where
stone was broken, and emptied down to be
trucked away. As we travelled on, the
roof and floor seemed to be getting closer,
and props and walls yet farther off the
perpendicular. The hammering became
more distinct, and then were to be seen the
lights of the workers, with a muffled ring-
ing and thudding of the strokes trembled on
the atmosphere and filled it with the noises.
We were now at what is known as the
640 ft. level, and in the vicinity of the place
where the far-famed flat reefs and the
vertical reef functioned, and from whence
were taken some of the finest yields. My
guide took me on to the extreme end, that
is the "face," where the men were quarry-
ing out the stone while extending the drive,
and whence trucks laden with the precious
quartz were constantly departing full and
rolling back for more. Although the work
is well ventilated, yet at this spot, which is
one of the farthest extremities to which the
workings have been carried, the heat caused
by the exertions of the workers, by the
lights used, and the remoteness of the place
from currents of air, rendered the atmos-
phere heavy. The kind of work performed
requires sustained effort; it is mainly drill-
ing for blasts. I do not know the technical
name of the instruments used. But it ap-
peared to me that one man holds a short
crowbar, not unlike a jimmy in size,
while his companion acts as hammer-man,
striking the bar a constant succession
of blows with the unfailing exactitude of a
machine. Three or four parties were at
work, and there seemed to be neither pause
nor falter in their labour. The heavy ham-
mers were wielded with the regularity of
clockwork, the constant perspiration stood
on the men's faces, and the constant sounds
caused by their efforts came as regularly
from their chests as the hammer blows from
their muscular arms. In the dim light, the
misty atmosphere, and the high temperature
these men looked like Cyclops. There was
about them that unreality which the depth
of the darkness, and the danger attributed
to give. On either side were entrances in
strange directions towards other workings,
where again were to be heard faint, faint
sounds of the slowly-piercing bars making
cavities for the powder blasts.

It was incomprehensible to me how my
guide found his way. The drives or passages
seemed to branch off in every direction,
but he was as familiar with them as the
architect with the building he has designed.
We walked, or rather slid over steeply
slanting banks of foot-wall, like the rocks
of a mountain, and down ladders leading
into the profound darkness—I nervous, not
withstanding the assurances of my companion
—to other places where the men were at
work, and the air again filled with the
noise, the darkness being made visible by
the dripping candles. The roofs of the
functioning drives were glittering with
moisture, and the white and streaky quartz
face, six feet in thickness, was again being
pierced for the inevitable force of powder.
Mr. Vaudry tried to explain to me the
mysteries of the underlie, the peculiarities
of the dip, the course of the reefs, the

directions which they were taking towards
the Newington and Prince Patrick compari-
sons. He illustrated to me the whole of
the practical geology of the claim with the
aid of a board and chalk, and took my
ance as significant things, followed him.
I put questions at intervals as a kind of
psychological experiment, to learn if in the
faintest possible way I had a grasp of his
subject. His answers showed me that I
was invariably stumbling about one reef
while his remarks had reference to another.
He took me north and south, and east and
west, and the more "he took me" the
more I became bewildered. While in the
midst of explanation about foot-walls and
heat-walls meeting, about reefs pinching
and making, about the flat and the vertical
reefs, a boom sounded above our heads
that seemed to me to make the whole claim
shiver. Above where we sat were great
props as large as tree trunks, and 20 feet
high, with huge blocks of timber called
caps placed across; these were bent upon
the supports and striking beneath the
weight above the props were lifted
down, others showed what appeared to be
signs of subsiding, and when the boom
ran along the drives like a wave I thought
the trunks were trembling. "Did you
hear that?" I asked, with an elaborate
assumption of coolness. "Hear what?"
asked Mr. Vaudry, with his calm composed
face. "That!" I replied rather
faintly as another and another boom
rushed up at us from below, and rolled
round us, apparently bearing with them
a portion of the strength they exer-
cised an instant before, and rolling on
and through the miles of drives telling
of their work done, and so putting the
whole mine in a tremor, the gigantic
posts and the sparkling roofs partaking of
the subtle, but distinct shock. "Oh that,"
replied my companion, not, I fear, without
a feeling of contempt at the anxiety I tried
to hide. "Why, those are blasts." What
they were successful with the stone I
cannot say, but I am perfectly certain they
were successful in blowing away any little
information I had managed to collect from
the illustrations previously referred to.
Reference to my note-book shows that some
holographs, which I made at this period
of my visit, have a kind of resemblance to
Sancrist. From the spot where we were
sitting we wandered on into cooler and
more refreshing air, but the spacious 20
feet passage narrowed again as though roof
and floors were coming together, the lum-
bering thunder of approaching trucks meet-
ing us from the dark beyond, the dim
approaching candle like a solitary spark,
and the obscure darkness everywhere
limiting our vision to a space of not more
than 8 ft. or 9 ft., were surroundings not at
all calculated to reassure a nervous visitor.
We slid down again to yet another level,
where the blasts had been fired. The air
was thick with sulphurous smoke, and here
a party of men, seated for the dinner-hour,
were making the most of their short respite.
As I stumbled past, feeling a certain com-
punction for myself that I was unable to walk
as others did knowing that my over-all
trousers were much lower down than the
circumstance of the case or the aesthetics
of mining demanded, one of the party,
who seemed to read me intuitively, asked in his
hearty way, "Is that there a pattern of
the new underground miners?" I felt a
very poor pattern indeed. In earnest hope-
fulness I waited for the next proposition of
my guide, trusting to hear that we might
return to the surface. Instead he gave me
the information that there were two shafts
on the claim, each of which was worked by
separate engines and machinery; that the
deepest was No. 2 shaft, which was over
900 ft. from the surface; and that we must
go to the latter, and visit the lowest level.
The extensive chamber at the shaft was
reached, the walls around being protected
by three trunks, about 8 ft. in length, built
in solid after the style of a log-hut wall.
Signals were sent up the cage before us
rose a height of 12 ft. or 14 ft., the bridge
on which it rested was taken away, and the
last depth of the shaft appeared. The
levitation toiler above seemed by some
means to be present with us below, watch-
ing the cage, too, it came back to position
so carefully, and steadied so exactly at the
level from whence we stepped to grasp hold
of its iron rail once more. In this lowest
depth the air was cold, the excavations
were made in solid stone, and no props
were needed. The inspection was out-
raged to former experiences, but a rep-
resentation to impress upon the visitor the vast-
ness of labour required and executed to
arrive at the 2800 ft. of dividends, and
the works yet to be accomplished in the
achieving of it, rather depths and the exca-
vation of the drives as new levels are opened
out and worked. The whole mine resem-
bled an immense underground building, in
which were long, deserted passages, many
empty rooms, with here and there parties
of men at work on every story, but bearing
apparently only a small proportion to the
vastness of the whole. Nevertheless, these
parties raise from 16,000 to 18,000 tons of
quartz per month, so that not a few of the
corridors are kept busy with the constant
trucks. The swift upward ascent was soon
accomplished, and we were once more in
the glare and scorch of day. Before us was
a huge kiln of smouldering quartz belong-
ing to the mine, and beyond that and away
a thousand hills after kiln over which the
waving, tremulous atmosphere danced
above the heat, and from whence the sul-
phurous gases were carried on the hot
gusts of wind. The town with its sur-
roundings was below us, fattening and growing
prosperous on the under-ground life we
had left. It was those galleries of drives
and the effort we had witnessed repeated
over and over again in every claim that had
covered the large area below us with per-
manent buildings and many large and
solid edifices. This it was that had been
stowed upon Stawell 7,000 inhabitants,
and either directly or indirectly supported
them. When the water scheme now com-
menced is perfected and a copious supply
brought to every claim, no quartz will be
overlooked; gold will be wrung from reefs
now comparatively profitless. The under-
ground and surface workers will be increas-
ed, settlement will be assisted till it works
a checker-boarded greenness away on the
grey plains and on the shoulders of the
sleeping hills now lying silent below the
misty blue.

N. W. S.

THE "EURYALUS."

The launch of the *Euryalus* at Chatham
can hardly be said to add a vessel of much
importance to the British Navy. She is
one of a class of unarmoured, slightly armed
cruisers, which has been the subject of con-
siderable controversy ever since it first came into
existence with the *Inconstant*. Recently the
value of these vessels has been more than

ever discredited, on the ground that the
partial abandonment of armour in iron-clad
construction will place them at the mercy
of swift ironclads, and on the ground that
their performance is not in harmony with the
actual naval service for which they are built.
Unarmoured vessels like the *Euryalus* are
built almost exclusively for speed, while
their armaments do not include an armour-
piercing gun of any kind. Unless, there-
fore, their speed is undeniably greater than
that of swift ironclads, their mission is a
failure. And although the speed of one or
two of these vessels, notably the *Inconstant*,
has even exceeded expectation, in the case
of most of them it can only be relied on up
to a moderate point. It is to be feared,
therefore, that the qualities attributed a
few years ago to these vessels can hardly be
seriously claimed for the *Euryalus* and her
sister ships. When Mr. Isherwood, the
Constructor of the United States Navy, gave
his account of the *Wampago*, he was a little
too fanciful and much too mislead-
ing. "It was proposed," he says, "to
construct a vessel having a greater speed by
several miles per hour than any other
steamship; which should be able to go to
the British coast in case of hostilities, and
burn, sink, and destroy every vessel of
inferior force, naval or merchant, that
might be found there. Nothing she pursued
could escape her, and nothing she fled from
could overtake her. The more heavily
armed but slower cruisers of the enemy
could only follow by the flames of the
burning wrecks she left behind her. She
would obtain a plentiful supply of coal,
water, provisions, and other stores from her
prizes for an indefinite length of cruising,
and would neutralize the large number of
naval steamers required to form a cordon
round the enemy's coast for the protection
of her commerce from her depredations." Viewed
by the light of recent experience this
rather sensational picture of what a
vessel like the *Euryalus* might do sounds
unreal if not sarcastic. The *Shah* has
shown what may be expected from this
class of cruisers if too much reliance
is placed on their speed or their engines;
yet she is supposed to realise in a very high
degree the ideal Mr. Isherwood described.
The opinion of naval authorities on the
value of this class of vessel varies a good
deal, but it is never encouraging. Com-
pared with vessels on the *Comet* line, it is
doubted whether they could hold their
own in point of speed or regularity. A
naval officer, writing on this point, asks the
admirers of these vessels, to choose five
ships of the *Comet* or detached squadron,
and on every Sunday or Friday from
December to April let one leave Queens-
town with the *Comet*, Inman, or White
Star mail-steamer for New York. "The
country," he adds, "will gladly pay the
cost bill if they are satisfied that their ships
can really carry out the duty, as the
admirals say." This same critic cites the
experience of two officers who commanded
two vessels like the *Euryalus*. One of
them reported that he was never in a breeze
in his ship, and that he was thankful for
this mercy, adding that, as his vessel could
neither steam nor sail, the result might
have been awkward. The other com-
mander complained that his cruiser rolled
so as to cause him great anxiety in rough
weather. It would certainly be awkward
if, as is suggested, any attempt to protect
merchants by such cruisers could only be
successful if the merchant vessels towed
the cruisers!

In regard to construction the view ex-
pressed by this writer is that important
deviations from ordinary practice must be
resorted to. High speed can only be
guaranteed by relieving a vessel of every
unnecessary weight, and leaving plenty of
room for the engines. But as these vessels
carry fourteen guns, it is necessary to have
a large crew, the engines are cramped, and
there is unnecessary immersion; speed,
therefore, is unavoidably compromised.
His proposal is to substitute four guns for
fourteen, two of which should be stationed
amidships, and the other two at either end,
but not too close to either bow or stern.
He would have the fittings of the lightest
description, and everything should be as
far as possible sacrificed which interfered
with buoyancy. Now the *Euryalus* is built
of iron clad with wood, and is considerably
smaller than the ordinary corvette class or
than the *Active*. Her armament consists of
fourteen small guns, none of which can
pierce armour-plating. Her engines will
be exceptionally powerful, and are expected
to give her a speed of fifteen or sixteen
knots. That this will, however, be realised
is unlikely—except, perhaps, on the measur-
ed mile in Stokes Bay the *Shah* obtained a
mean speed of 16.04 knots, or rather less
than the *Inconstant*, which had a mean of
16.51 knots. But the *Active*'s result was
only 14.81, the *Volage* 15.14, and the
Revenge 15.25. The *Euryalus* will, there-
fore, in all probability not attain any ex-
ceptional rate of speed, but she will no
doubt reach a high one. Mr. Brassey has
repeatedly protested against the construc-
tion of vessels like the *Euryalus* on the
ground that they are unnecessarily costly;
that they are too good for the only work
they can do efficiently; and that, as men-
of-war or genuine fighting ships, they are
too feeble. He insists that vessels of this
class are unnecessary, and that smaller
vessels like the *Pal* or *Malard* will serve
every reasonable purpose. He makes one
important suggestion which has been taken
into account, we believe, in the new steel
corvettes just commenced. He would have
one class for sailing purposes, and the
other lightly armed, but with sufficient
engine power to attain a speed of eighteen
knots.

In the case of the *Euryalus*, it is neces-
sary to guard against exaggerated views of
what will be required of her. Admitting
that she is a ship of the past and not of
the future, and that she will in no way
realise the ambitious hopes entertained of
the class to which she belongs, there need
be no fear of her inability to perform fairly
the duties required of her. She is not
capable of chasing a merchant ship across
the Atlantic; nor of conveying a merchant
vessel going at its fastest speed; nor would
she be able to steam for a fortnight at her
highest speed, because her coal would only
last five days. In fact, she is by no means
a powerful or perfect ship, or a brilliant
addition to our maritime forces; but she is an
addition not to be despised, and belongs to
a class which will exercise very useful
functions in naval warfare.—*Pall Mall Budget*.

JOHNS ON AND BY PHYSICIANS.

Numerous have been the jokes against
physicians and the art of healing; and of
the best, because unintentional, was made
by a French lady, whom we will call Madame
X., and who was in the habit of consulting

her physician, Dr. Z., daily, between the
hours of 2 and 8. The doctor was a witty
and charming man, and they talked of
every subject under heaven. One day,
however, the doctor came and was denied
admittance. He thought there must be
some mistake, and ordered the servant to
announce him again. This time the lady
sent down a very polite message, informing
the doctor that "she was grieved beyond
measure at being obliged to deny herself
the pleasure of his company, but she was
very ill." Doctors themselves, however,
have said the hardest things of their craft.
Radcliffe used to threaten his brethren of
the faculty "that he would leave the whole
mystery of physic behind him, written on a
half sheet of paper." The medical men of
the day avenged themselves for his com-
tempt by denying him any knowledge of
physic. In the same way, Nelson was said
by one or two enemies he had made, or
rather, who had made themselves, to
possess no knowledge of navigation. Dr.
Radcliffe, by the way, had an extremely
objectionable habit, namely, that of having
his bills unsettled. In his day one
Londoner had to pave the street in front of
his own door—at all events, the parish
would not pave it for him. A certain
pavior, who had been employed by the
doctor, after long and fruitless attempts
to get paid, caught him just getting out of
his carriage at his own door in Bloomsbury
square, and set upon him. "Why, you
rascal," said Radcliffe, "do you pretend to
be paid for such a piece of work? Why,
you have spoiled my pavement, and then
covered it over with earth to hide your bad
work." "Doctor," quoth the pavior,
"mine is not the only bad work that the
earth hides." "You dog, you," said the
doctor; "are you a wit? You must then
be poor, so come in"—and he paid him.
Talleyrand, less good-natured, jesting with
his creditors and did not pay them. Avarice
and a want of punctuality in paying bills
are not often combined, your miser being
in mortal dread of writs of law suits; but
Radcliffe is reported to have been de-
scribed as well as inexact in his accounts.
Probably both the one tendency and the
other have been exaggerated by the
detractors; but there is a whimsical anec-
dote in reference to one of the doctor's
supposed failings which will bear repetition.
Attending an intimate friend during a
dangerous illness, he declared in an unusual
strain of generosity, that he would receive
no fee. At last, when the cure was com-
plete, and the physician was taking his
leave, "I have put every day's fee," said
the patient, "in this purse, my dear
doctor; nor must your goodness get the
better of my gratitude." The doctor eyed
the purse, counted the days of his at-
tendance in a moment, and then, extending
his hand by a kind of professional mecha-
nical motion, replied, "Well, I can hold
out no longer; if single I could have re-
fused the guineas, but altogether they are
irresistible." That was not a bad joke on
the medical profession which was made by
a clergyman in the time of Cromwell, who
was deprived of his living for non-con-
formity. This person, a harmless man
enough, went about saying to his friends,
"That if he were deprived, it would cost a
hundred men their lives." Summoned
before a magistrate he thus interpreted his
words. "Should I lose my benefice, I am
resolved to practice physic, and then I may,
if I get patients, kill a hundred men."—*Cornhill Magazine*.

JOSE BILLINGS' JOKES.

A cross word is a little thing, but it is
what stirs up the elephant.

A kind word is a little thing, but it is just
what soothes the sorrows of the setting hen.

An orange peel on the sidewalk is a little
thing, but it has upset many a giant.

An oath is a little thing, but it is recorded
in the ledger in heaven.

A serpent's fang is a little thing, but death
is its victory.

A baby is a little wee thing, but a con-
stant weaver once a baby.

A horse's sting is a little thing, but it
tends the schoolboy home howling.

A star is a little thing, but it can hold
this great world in its arms.

The tung is a little thing, but it fills the
universe with trouble.

An egg is a little thing, but the huge
crocodile keeps it to life out of it.

A kiss is a little thing, but it betrays the
Son of God into the hands of his enemy.

A spark is a little thing, but it can light
the poor man's pipe, or set the world to
burning.

The atom is a little thing, but the black
bear and his family live in the oak that
springs from it.

A word is a little thing, yet one word has
been many a man's destiny, for good or for
evil.

A penny is a very little thing, but the
interest on it from the days of Cain and
Abel would buy out the globe.

A minute is a little thing, but is long
enough to pull a dozen angels' teeth, or
git married and have your own mother-in-
law.

A lap dog is a very little thing, but he is a
very little thing besides.

Life is made up of little things. Life it-
self is but a little thing; one breath less, and
then comes the phylax.—*Josh Billings*.

STATE OF THE TURKISH ARMY.

The *Osmanli Gazette* of Jan. 28 publishes
a lengthy telegram from its correspondent
at Rustchuk, dated Jan. 27, in which he
draws an exceedingly unfavourable picture
of the state of the Turkish army.—
He states that a concentration proper of
the Turkish army has not yet been effected.
With the exception of Silistria, the cor-
respondent has visited all important points,
and he is able to furnish the following data,
obtained from reliable information, respect-
ing the Turkish positions on the Danube.
The whole Turkish army in Bulgaria and
Serbia is not much over 100,000 men strong.
It consists of 123 battalions of infantry,
with about 250 field guns and seven regiments
of cavalry. Of this force 58 battalions,
or nearly 40,000 men, with about 80
guns, are cantoned at Aleksandria, Djunis,
Nisab, Ajaplanika, Piro, and Sofia. There
are almost no Turkish troops at Belgrad,
and very few at Saltchar. Considerable
forces have, however, been concentrated
in and around Widin. There are station-
ed there at present 31 battalions, &c.,
24,000 infantry, nine field batteries, and
three regiments of cavalry. Troops are
almost daily being directed towards Wid-
din. In Rustchuk there are 10 battalions,
or 7,000 men; in Varna, 12 battalions,
or 8,000 men; and in Silistria 9 battalions,
or 6,000 men. The strength of the army of
Schumla was stated to be 50 battalions in
Schumla itself; but the correspondent has
convinced himself that it is only 14 bat-
talions, or 12,000 men, some field artillery,

and little cavalry. The health of the army
is not satisfactory; the hospitals are full of
men from the southern portions of the
empire, not used to the very cold climate
and the biting east winds. Serious defects
also show themselves in the organization of
the army. The artillery is in want both of
ammunition and horses. There are not
enough strong draught animals to be found
to drag the guns. About 40,000 men of
the armies of the Danube and the Morava
are Redifs, at present only partly uniformed
and accoutred. They are consequently
not ready for a campaign. But, notwith-
standing all these defects, the spirit among
the troops is excellent; the men are very
willing, and desire nothing but war.

Miscellaneous.

SPEAKING OF theatrical supernumeraries,
Mr. Dutton Cook, in his "Book of the Play,"
gives the following amusing anecdote:—
When "supers" appear as modern soldiers
in action it is found advisable to load their
guns for them. They fear the "kick" of
their weapons, and will, if possible, avoid
firing them. Once in a military play a
troop of grenadiers were required to fire a
volley. Their officer waved his sword and
gave the word of command superbly; but no
sound followed, save only that of the snap-
ping of locks. Not a gun had been loaded.
An unfortunate unanimity had prevailed
among the grenadiers. Each had forbidden
to load his weapon, trusting that his omission
would escape notice in the general noise,
and assured that a shot more or less could
be of little consequence. It had occurred
to no one of them that his scheme might be
put into operation by others beside himself
—still less that the whole band might adopt
it. But this had happened. For the future
their guns were given them loaded.

THE curious toleration of the French for
horseflesh as an article of food would prob-
ably disappear before a large importation
of American beef. Meantime the fifty-eight
horse butchers in Paris have distributed to
the population of that city 9,271 horses,
asses, and mules during the past year,
against 8,865 of these animals slaughtered
in 1876. At a meeting held on the 6th of
that month, a society, formed for the pro-
motion of the use of horseflesh for food,
awarded a silver medal to the owner of the
first establishment opened for the sale of
that meat at Lyons, and a gold medal to the
proprietor of nine horse-meat shops in Paris.
A sum of 1,100 francs was also placed at
the disposal of the society by its founder,
to be applied to the encouragement of any
butcher who shall first introduce horse-meat
to the notice of the public in London. He
will certainly require all the encouragement
possible from without, and will probably
receive no other.

A CORRESPONDENT writes to us.—At the
close of last year Rush, who had formerly
been champion of Australia, seemed to be
contemplating a match in that colony with
Trickett, upon the latter's return. He or-
dered a pair of sailing boats from Swadell
and Winship, of the Lyne, the one to be
with a sliding seat and the other without,
evidently being uncertain how far he could
adapt his style to the new invention. Trickett
had not been able to get on a match
with Rush in Australia before the former
left to row Sadler in England, but during
his absence and on hearing of his victory in
this country, Rush in a letter to England
announced his readiness to row, and his
confidence in being able to defeat Trickett
on his return. According to the latest news
in Sydney papers, Trickett has now given
Rush an opportunity of proving his claim
to the championship by offering to row him
a match on the Paramatta river for £200 a-
side. Trickett is an undeniably good man,
though all he did in this country was to
beat a man who has since been defeated with
even greater ease by Boyd and Blackman,
and has paid forfeit to Higgins. His fault
is his prematurely bent arms, which would,
we fancy, put against his staying in really
first-class company, unless he cures the
error. But, even with that fault, he will
hardly be dethroned by Rush, if the latter
ignores the sliding-seat; or if, in learning
the use of it, he should fall into the blunder
so common among watermen (especially Tyne
men) of sliding before he swings his body.
The strong point in Trickett's sailing was
the use of the slide just at the right time.
—*Pall Mall Gazette*.

THE following is a semi-official paragraph:
—"The Indian Transport Department, of
which Sir William Meade is the head, have
expressed themselves perfectly satisfied with
the performance of the *Euphrates* Indian
troopship, on the mile in Stokes Bay, on
Thursday last. The ship, which has been
supplied with compound engines by Messrs
Leid, of Sticksand, failed to realise her
contract; horse-power by about 800 horses;
but as this was owing to the pitch of the
crew being such as to prevent the engines
using all the steam supplied by the boilers,
it has been determined to allow matters to
remain as they are. To alter the pitch of
the screw the ship must have been taken
into dock. The Department has considered
this unnecessary, and 2001 has been saved
in consequence." The *Navy*, upon this,
wants to know when the permanent officials
of the Government will learn wisdom. By
docking the *Euphrates* now, and altering
the pitch of her screw, "her performance
on the measured mile" would become still
more satisfactory. "May we" inquires
the *Navy*, tremblingly, "tell the Indian
Transport Department that increased speed
means shortening the voyage to India and
that curtailing the expenditure of coal
means a saving far exceeding 2001? They
will no doubt initiate an unnecessary loss on
the country by their act, for not only is coal
expensive, but also the keep of the ship,
passengers, and crew during those days by
which the passage would have been
shortened but for departmental 'botching
and blundering' to raise a false reputation
for economy." This is a little point re-
quiring investigation. If some grand
legislator with nothing to do would patiently
overhaul the Indian Transport Service he
might be as distinguished as Edward, the
Scottish naturalist, is likely to be now that
Her Majesty and Mr. Smiles have taken
him by the hand.

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POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rates affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

Hongkong Rates of Postage.

(Revised Sept. 1st, 1876.)
In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per four ounces, unless otherwise stated.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books. (U.S. means by British Packet; (Fr.) by French Packet; (U.S.) by United States Packet. D.P. means Double Postage; C.P. cannot be paid; C.S., cannot be sent; L., at Letter Rate. N.R. No Registration.)

LOCAL AND TOWN POSTAGE.

Letters.	Newspapers.	Books and Patterns.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....	2	2
Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....	4	2
Between the above by Contract Mail,.....	8	2

RATES BY PRIVATE STEAMERS.
To the United Kingdom, see Table given below. To all other places (to which the vessel is going) the Rates, which must be prepaid, except when the address is to India, are,.....

INDIA.—By Indian Mail prepayment is optional. Short paid letters are treated as wholly unpaid. By Private Ship correspondence cannot be prepaid. By British and French Packet prepayment is compulsory. Letters cannot be prepaid through India by every French Packet, but only by each alternate one. By the others they are Paid to Galle only, and should be so marked, going on from Galle as unpaid.

Letters.—U.S. Packet, Australia, &c., St. Helena and Ascension, North, Central, South America, and Hawaii. Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands, Azores, Bermudas,.....

Letters, 38 34
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

United States (via Europe), Canary and Madeira Islands, Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland and Nova Scotia,.....

Letters, 32 28
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

W. Indies, Buenos Ayres, Costa Rica, Curacao, Guadeloupe, Guatemala, Grey Town, Hayti, Honduras, La Guayra, Mexico, Montevideo, New Granada, Panama, Patagony, Porto Rico, Surinam, Uruguay, and Venezuela,.....

Letters, 50 48
Newspapers, 6 6
Books and Patterns, 12 12

Bolivia, Chili, Ecuador, and Peru,.....

Letters, 62 58
Newspapers, 6 6
Books and Patterns, 20 14

Brazil,.....

Letters, 48 44
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

W. Africa, Islands of the Atlantic, (except St. Helena and Ascension, North, Central, South America, and Hawaii.)

Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands, Azores, Bermudas,.....

Letters, 38 34
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

United States (via Europe), Canary and Madeira Islands, Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland and Nova Scotia,.....

Letters, 32 28
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

W. Indies, Buenos Ayres, Costa Rica, Curacao, Guadeloupe, Guatemala, Grey Town, Hayti, Honduras, La Guayra, Mexico, Montevideo, New Granada, Panama, Patagony, Porto Rico, Surinam, Uruguay, and Venezuela,.....

Letters, 50 48
Newspapers, 6 6
Books and Patterns, 12 12

Bolivia, Chili, Ecuador, and Peru,.....

Letters, 62 58
Newspapers, 6 6
Books and Patterns, 20 14

Brazil,.....

Letters, 48 44
Registration, 16 16
Newspapers, 6 6
Books and Patterns, 12 12

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—
1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet of sheets unattached.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indexes.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unattached; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 8 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertaining thereto; but the binding, rollers, &c., must not be sent as a separate packet.

Overseas, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter, (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 5. If this rule is infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, water, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule is infringed the entire packet is charged as a letter.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth.

Exceptions.—No packet for Algeria, Azores, Cape Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

PATTERNS.—They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

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Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

Letters, per half ounce,.....
Books and Papers,.....

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Bahamas, Nassau, New Providence,.....

General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—
Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or otherwise.

5. The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable articles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by a carrier. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

6. Patterns.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

7. Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money Orders must be used.

8. The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

9. The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

10. Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

11. Correspondence can be forwarded in closed Mails to the United Kingdom via San Francisco at the following rates:—
Letters,.....12 cents per 1/2 oz.
Registration,.....8
Newspapers,.....4 each.
Books and Patterns, 1 oz., 2
" 2 oz., 4
" every 4 oz., 8

The Mails close at 2.30 p.m., usually on the 1st and 16th of each month.
Registry cannot be effected after 2 p.m.
The average time of transit to London by this route is 50 days. The correspondence must be specially addressed Via San Francisco. If insufficiently paid it will be sent via Suez.

During the N.E. Monsoon, the Chartered Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

POST OFFICE NOTICE.

Unclaimed Correspondence.

March 16, 1877.

Let. Pags.	Let. Pags.
Achu, China, 1	Mallin, Lawrence 2 bks.
Alao, China, 1	Marino, Mr. 1
Albrecht, Miss, 1	Martin, Edward 1
Anna, 1	MacCarter, D. 1
Almeida, J. P., 1	Mellier, L. F. 1
Andorfer, F., 2	Middleton, J. T. 1
Armbrust, S. M., 2	Monkman, J. W. 1
Arassan, Monier, 1	Montague, —, 1
Baker, Mr. 1	Montenod, 1
Baker, J. W., 2	Montenod, 1
Bishop, J. D., 1	Montenod, 1
Blackmore, G., 1	Montenod, 1
Bremet, Jacob, 1	Montenod, 1
Castagnino, Luigi, 1	Montenod, 1
Cear du Ware, 1	Montenod, 1
Day, Geo., 1	Montenod, 1
Descartes, Mons., 1	Montenod, 1
Diaz, Ignacio, 1	Montenod, 1
Domoney & Co., 1	Montenod, 1
Geo., 1	Montenod, 1
Enriquez, E., 1	Montenod, 1
Everall, W., 1	Montenod, 1
Fisher, William, 1	Montenod, 1
Fontes, Pello, 1	Montenod, 1
Forgers, R., 1	Montenod, 1
Francis, Mr. 1	Montenod, 1
Francis, Peter C., 1	Montenod, 1
Goldstein, G., 1	Montenod, 1
Gray, Miss Mary, 1	Montenod, 1
Hack, Bey, 1	Montenod, 1
Herrera, Quintin, 1	Montenod, 1
Hitchcock, F. A., 1	Montenod, 1
Jackon, R., 1	Montenod, 1
Jackon, Clementine, 1	Montenod, 1
Jenahan, Capt., 1	Montenod, 1
John, O. G., 1	Montenod, 1
Jenkins, O. S., 1	Montenod, 1
Johnston, Robt., 1	Montenod, 1
Just, engi-ner, 1	Montenod, 1
Jones, Wm. A., 1	Montenod, 1
Kemley, Thos., 1	Montenod, 1
Lee Young, 1	Montenod, 1
Lilly, Euthon, 1	Montenod, 1

For Merchant Ships.

Let. Pags.	Let. Pags.
Adda, 1	Jessie Isabel 1
A. F. Stalknecht, 2	Kron Erla 1
Albert Victor, 1	Gustaf 1
Annie Braginton, 1	Letty Gales 1
Anshoch, 2	Lord McDuff 1
Atma, 1	Madrassar, s.s. 1
August, 2	Madura 6
Augusta, 1	Maggie Douglas 6
Benchila, 1	Matago 1
Burton Slater, 5	May 1
Calabar, 1	Mindoro 6
Caribou, 1	Nautilus 1
Cargo, 1	Neuer Captain 1
Chalmers, 1	Paraguay, s.s. 1
Charles Morau, 1	Prom, s.s. 1
Charlie Palmer, 1	Queen, s.s. 1
Chinaman, 2	Queen, s.s. 1
Cilbrum, 1	Quentenberg 1
Cornwall, 1	Quina, s.s. 1
Craig Ewan, 1	Rhodo 1
Dunbushshire, 1	Rico Genova 1
Duke of Abercorn, 3	Rohlan 1
E. P. Bourvier, 8	Russell 1
Edward Albroth, 1	Ravik 7
Edward May, 1	Soo Teh Seng 6
Egeria, 1	Sophie 1
Elizabeth, 1	Sotaria 4
Douglas, 1	Southern Cross 2
Elizabeth, 4	Spirit of the Age 1
Nicholson, 1	Star of Jamaica 14
Elkette, 1	Taunton 2
Elmstone, 1	Three Brothers 1
Felicetas, 1	Tweed 1
Florance, 1	Western Chief 1
Foolken, s.s., 1	William Erling 1
Forget-me-not, 1	Windermere 4
Fornosa, 1	Wm. Van Name 1
Gastannio, 1	Yorkshire 8
Hengist, 1	Ziba 6
Inverness, 4	

For H. M. Ships.

Let. Pags.	Let. Pags.
Andalous, 8	Midge 4
Fly, 2	Nassau 5
Gowier, 1	Victor Emanuel 6
Hornet, 8	

Books, etc. without Covers.

Let. Pags.	Let. Pags.
Abraham, Herald, 1	
Antiquarischer Anzeiger, 1	
Arctic Graphic, 1	
Army and Navy Gazette, 1	
British Mercantile Gazette, Dec. 15, 1	
Builder, 1	
Bullionist, 1	
Child's Jacket (old), 1	
Crefeld Zeitung, 1	
De Aarde, 1	
De Indier, 1	
Der Bazar, 1	
El Carabell, 1	
El Publico Espanol, 1	
Elgin Courant, 1	
Erste Oesterreichische Fabrik (H. Uthely & Co.), 1	
Figaro, 1	
Gazeta de Madrid, 1	
Georg Richter's Gilt Edition, 1	
German Books, 1	
H. Z. Nuss' Steamship Circular, 1	
Illustrated Australian News, Dec. 20, 1	
Illustrated London News, Dec. 2, 1	
Isle of Man Times, 1	
Law Reports (4 vols.), 1	
Los En Yast, 1	
Full Mail Budget, 1	
New York Marine Register, The, 1	
News of the World, 1	
Snoddy at Home, 1	
The Engineer, 1	
Tyden der Kieken-Keriken (H. Uthely & Co.), 1	
Weekly Scotsman, 1	
Wochenchrift, 1	
World, 1	
W. J. Bush & Co. Price List, 1	

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h, near the Kowloon shore k, and those in the body of the Harbour or midway between each shore are marked c, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Alaska	h	Howard	Amer. str.	4012	Mar. 16	P. M. S. S. Co.	Y'ama & S. F. Sisco	Mails, 20th
Arratoon Apoor	h	MacTavish	Brit. str.	1392	Mar. 7	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	20th, 3 p.m.
Bonary	h	Potter	Brit. str.	1119	Mar. 16	Ala Yon	Saigon	20th, 3 p.m.
Danube	h	Clanchy	Brit. str.	561	Mar. 16	Yuen Fat Hong	Bangkok	24th, daylight
Elitahke	h	Thomas	Brit. str.	1243	Mar. 15	Chinese	Shanghai	at daylight
Fuyew	h	Crood	Chl. str.	920	Mar. 17	C. M. S. N. Co.	Swatow, Tamsui, &c.	at daylight
Galley of Lorne	h	McDonald	Brit. str.	1389	Mar. 14	Jardine, Matheson & Co.	Amoy, Foochow, &c.	at daylight
Halloong	h	Abbott	Brit. str.	277	Mar. 13	Douglas Laprak & Co.	Swatow	at daylight
Hoolung	h	Petersen	Chl. str.	849	Mar. 16	C. M. S. N. Co.	Australian Ports	22nd, noon
Hwai Yuen	h	Hutchison	Chl. str.	1280	Mar. 17	C. M. S. N. Co.	Swatow	To-morrow
Normanby	h	Reddell	Brit. str.	1000	Mar. 9	Gibb, Livingston & Co.	S'pore, Calcutta, &c.	20th, 3 p.m.
Norna	h	Walker	Brit. str.	606	Mar. 7	Kwok Achong	Yokohama	Mails
Penguin	h	Cowell	Brit. str.	1122	Mar. 17	Jardine, Matheson & Co.	Swatow	at daylight
Saada	h	Reeves	Brit. str.	37	Dec. 17	P. & O. S. N. Co.	Swatow	at daylight
Sunda	h	Reeves	Brit. str.	1205	Mar. 14	P. & O. S. N. Co.	Swatow	at daylight
Swatow	h	Hutchison	Brit. str.	580	Mar. 12	Butterfield & Swire	Swatow	at daylight
Yokohama	h	Hutchison	Brit. str.	324	June 9	Kwok Achong	Swatow	at daylight
Sailing Vessels								
Adeline	h	Bret	Ger. bge.	530	Mar. 14	Arnhold, Karberg & Co.	Portland	Cos'tan Dock
Alden Basse	h	Noyes	Amer. bge.	842	Jan. 28	Rozario & Co.	London	Cos'tan Dock
Anaxi	h	Hill	Brit. bge.	468	Mar. 4	Adamson, Bell & Co.	San Francisco	Cos'tan Dock
Anglo Saxon	h	Harrington	Brit. bge.	684	Mar. 1	Meyer & Co.	London	Cos'tan Dock
Belle of Oregon	h	Merriman	Amer. bge.	1168	Feb. 9	Rozario & Co.	London	Cos'tan Dock
Bus Case	h	Lange	Slam. bge.	388	Jan. 26	Chinese	London	Cos'tan Dock
Cargo	h	Murphy	Brit. bge.	1033	Feb. 2	Gibb, Livingston & Co.	London	Cos'tan Dock
Cheng Soon	h	Cheng Sang	Slam. sch.	200	April 30	Chinese	London	Cos'tan Dock
Chingtoo	h	Bakie	Brit. Sm. sch.	304	Mar. 2	Borneo Company, Limited	London	Cos'tan Dock
Cooran	h	Vincent	Amer. sch.	230	Mar. 1	Insurance Company	London	Cos'tan Dock
E. von Beaulieu	h	Schneider	Ger. bge.	835	Mar. 1	Edward Schellhass & Co.	London	Cos'tan Dock
Edward James	h	O'Brien	Amer. bge.	529	Jan. 9	Rozario & Co.	London	Cos'tan Dock
Forward	h	Vandervord	Brit. bge.	750	Feb. 1	Rozario & Co.	London	Cos'tan Dock
Garibaldi	h	Forbes	Amer. bge.	670	Feb. 22	Jardine, Matheson & Co.	London	Cos'tan Dock
Helene	h	Volguardsen	Ger. bge.	373	Mar. 7	Wieler & Co.	London	Cos'tan Dock
Irasi	h	Pearce	Brit. bge.	397	Mar. 14	Douglas Laprak & Co.	London	Cos'tan Dock
Koror	h	Grove	Dan. bge.	317	Feb. 12	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Kronprinzessen	h	Hansen	Dan. bge.	343	Mar. 14	Edward Schellhass & Co.	London	Cos'tan Dock
Lotterer	h	Vincent	Amer. sch.	45	Aug. 13	Insurance Cos.	London	Cos'tan Dock
McNear	h	Taylor	Amer. sch.	1309	Jan. 31	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Mystic Belle	h	Plummer	Amer. sch.	765	Feb. 27	Stomson & Co.	London	Cos'tan Dock
Orange Grove	h	Longmuir	Brit. bge.	885	Feb. 28	Vogel, Hagedorn & Co.	London	Cos'tan Dock
Palestine	h	Jercroft	Brit. bge.	608	Mar. 15	Melchers & Co.	London	Cos'tan Dock
Panola	h	Lumb	Amer. Sm. sch.	598	Mar. 12	Landstein & Co.	London	Cos'tan Dock
Pato	h	Houm	Brit. sch.	85	Mar. 14	Master	London	Cos'tan Dock
Reina	h	Hansen	Amer. Sm. sch.	408	Feb. 28	Arnhold, Karberg & Co.	London	Cos'tan Dock
San Lorenzo	h	McMadaraga	Span. sch.	290	Mar. 10	Romedios & Co.	London	Cos'tan Dock
Sarah Nicholson	h	Selkirk	Brit. sch.	983	Feb. 8	Melchers & Co.	London	Cos'tan Dock
Stamess Crown	h	Saxtoph	Slam. bge.	540	Feb. 8	Tack Moe & Co.	London	Cos'tan Dock
Signal	h	Witney	Amer. bge.	493	Mar. 16	Jardine, Matheson & Co.	London	Cos'tan Dock
St. Harry Parkes	h	Chapman	Brit. sch.	616	Mar. 7	Melchers & Co.	London	Cos'tan Dock
Spirit of the Age	h	Johnson	Brit. bge.	847	Jan. 10	Rozario & Co.	London	Cos'tan Dock
Star of China	h	Blaker	Brit. sch.	794	Jan. 21	Douglas Laprak & Co.	London	Cos'tan Dock
St. Joseph	h	Dumont	Feb. bge.	289	Mar. 18	Carlowitz & Co.	London	Cos'tan Dock
St. Marys	h	Clough	Amer. sch.	1071	Oct. 21	Russell & Co.	London	Cos'tan Dock
Viscount Macduff	h	Wright	Brit. Sm. sch.	289	Mar. 14	Borneo Company, Limited	London	Cos'tan Dock
Wodan	h	Meyer	Ger. bge.	489	Mar. 11	Wieler & Co.	London	Cos'tan Dock
WHAMPOA								
Albatross	h	Koppelman	Ger. bge.	377	Mar. 8	Wm. Pustall & Co.	Hamburg	Cos'tan Dock
Formosa	h	Schweer	Ger. Sm. sch.	282	Mar. 6	Melchers & Co.	Tientsin	Cos'tan Dock
Hongkong	h	Oom	Ger. Sm. sch.	220	Feb. 28	Arnhold, Karberg & Co.	Tientsin	Cos'tan Dock
Onward	h	Morton	Brit. sch.	210	Mar. 7	Wieler & Co.	Tientsin	Cos'tan Dock
St. Anne	h	Jan	Feb. bg.	490	Feb. 25	Carlowitz & Co.	Tientsin	Cos'tan Dock

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Fly	h	British	gun vessel	464	4	120	Feb. 26	John Bruce
Hornet	h	British	gun vessel	464	4	120	Feb. 20	H. N. Hippaleay
Marquez de la Victoria	K.D.	Spanish	transport	1200	...	...	Feb. 23	Borrafio
Mecanee	h	British	military hospital	2591	...	...	...	...
Patho	K.D.	Spanish	transport	1200	...	...	Feb. 23	Rapello
Swinger	h	British	gun vessel	408	...	...	Jan. 24	Lieut.-com. E. A. Bolitho
Tejo	Novely Works	Portug.	gun vessel	444	2	100	Jan. 8	F. Amaral
Tennessee	h	American	frigate (flag-ship)	2300	23	1800	Mar. 3	J. Young
Victor Emanuel	h	British	Commodore's flag-ship	3087	2	...	...	Commodore Watson
At Canton								
Ashuelot	h	American	corvette	1100	6	700	Mar. 13	E. O. Matthews

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poo Dock Co.
Fai Wan	...	...	H. & W'poo Dock Co.
Ishang	700	Martin	Butterfield and Swire
Kin Shan	467	Carey	H. & W'poo Dock Co.
Kin Kiang	617	Benning, T.	H. & W'poo Dock Co.
Lintin	69	...	Kwok Achong
Powen	1890	...	H. & W'poo Dock Co.
Sir J. Jeejeebhoy	101	Hawkins	H. & W'poo Dock Co.
Spaki	140	Hoyland	H. & W'poo Dock Co.
White Cloud	280	Benning, A.	H. & W'poo Dock Co.
Yotani	160	Browne	Kwok Achong

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	431	7	...	J. Godall
Chen-jui	28	1	...	E. F. Collins
Ching-po	160	...	...	Wen Lum Wan
Ching-sing	...	...	...	E. Choy
Chun-hai	280	6	...	O. H. Palmer
Peng-chau-hai	600	8	400	Li Ping Tye
Quong-on	180	3	60	H. Wade
Shen-chi	150	5	...	Stewart
Sut-tsing	...	...	...	Beasat
Tehing-tsing	150	6	60	O. De Longueville
Tien-po	150	6	...	Lam Man Wo
Wing-po	600	8	150	...

FOOCHOW SHIPPING IN PORT.

March 10, 1877.

B. G. Mutch

H. M. ginsbot

SHIPPING IN SHANGHAI HARBOUR.

March 8, 1877.

H. M. ginsbot

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HONGKONG STEAMERS.

March 10, 1877.

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HONGKONG MARKET PRICES.

Corrected to Saturday, March 17, 1877.

At 1110 Cash per Dollar Mexican.

Paice Highest Lowest Cash Cash

Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foochow, 180 140

Beef, sirloin and prime cut, cy. 160 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 90 80

" Steak, 150 140

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" " corned, 320 300

" Head, 600 500

" Heart, 150 140

" Feet, 50 40

" Kidneys, 60 50

" Tail, 100 90

" Liver, catty 80 60

" Tripe (undressed), catty 50 40

Olives' Head and Feet, set 500 400